

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.

Stick to this advice and you'll
never know you have a liver.

WATKINS,
LIMITED.Chemists and Aerated Water
Manufacturers.

Hongkong, 13th August, 1901. [714c]
GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st June, 1901. [1079c]

KELLY & WALSH, LD.

Just Received.
THE FIGHTING IN NORTH CHINA, by
G. Gips, R.M. 2.00
The Eternal City, by Hall Caine 3.50
A Secretary of Legation, by Hope
Dawlish 1.50
The Gamblers, by W. Le Queux 4.50
The Training of the Body for Games,
Athletics and other Forms of Exer-
cise, by F. A. Schmidt, M.D., and
E. H. Miles, M.A. 1.00
Further Correspondence Respecting the
Disturbances in China 1.00
Hongkong, 28th September, 1901. [690c]

WE HAVE BEEN APPOINTED
SOLE AGENTS
FORMARTELL & Co.'s
BRANDIES.

	PER CASE.
ONE STAR	\$22
THREE STAR	28
V.S. O.P.	44
V.V.S. O.P.	80

H. PRICE & CO.,

Hongkong, 24th September, 1901. [952c]

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.

FURNITURE DEALERS:

IMPORTERS OF EUROPEAN GOODS OF ALL KINDS.

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-
tresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen
Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

THE
ROBINSON PIANO COMPANY,
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instru-
ments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901. [933c]

Today's
Advertisements.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR
SHANGHAI, NAGASAKI, HIOGO AND
YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN"
of the NORDEUTSCHER LLOYD.
Captain W. Fuanke, due here with the outward
German Mail about WEDNESDAY, the 2nd
October, will leave for the above Places about
24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 30th September, 1901. [22c]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above

on SATURDAY, the 5th October, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 30th September, 1901. [1069c]

THE OSAKA SHOSHEN KAISHA,

LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU,"

Captain K. Sobajama, will be despatched as above

on SUNDAY, the 6th October.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 30th September, 1901. [225c]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above Ports. Consignees

of Cargo by her are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge or remaining

on board after Noon, the 2nd October, will be

landed at Consignees' risk and expense into

Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 30th September, 1901. [1079c]

SANDOW'S

OWN COMBINED DEVELOPERS

AND

PATENT

GRIP DUMB BELLS.

[690c]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

WATSON'S

CELEBRATED

E

BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Pronounced by Connoisseurs to

be the BEST BRAND in the FAR
EAST.

Per Dozen - \$15.00

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

BIRTH

At the Detective Station, Penang Road,
Penang, on 14th instant, the wife of Detective
Inspector E. CARROLL, of a daughter.

DEATHS.

At "Dunottar," the Peak, at 9 p.m., on
Saturday, the 28th instant, ROBERT COOKE,
Esq., Acting Manager of the Hongkong and
Whampoa Dock Co., aged 61 years. [1068c]

On the 22nd of September, at the General
Hospital, Shanghai, Captain C. H. McCASLIN,
Pilot, aged 66 years.

On the 23rd of September, at 51, Broadway,
Shanghai, NELLIE SCOTT, aged 5 years.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 30, 1901.

REUTER'S TELEGRAMS.

THE AMERICA CUP RACE.

LONDON, September 29th.

The first yacht race for the America Cup
took place yesterday, but was unfinished
within the time limit, and declared off. The
course was a beat outward of fifteen miles
and return. The "Columbia" turned the mark
boat half a mile ahead of "Shamrock II," and
finally led by upwards of a mile.

LATER.

KING EDWARD AND THE WAR
IN SOUTH AFRICA.

King Edward had yesterday a long and
serious conversation with Mr. Brodrick con-
cerning the situation in South Africa, and
also in connection with the question of re-
cruiting, and the Yeomanry forces.

Full Mall has the best authority for stating
that Lord Kitchener finds his hands tied
seriously, and that in reconsidering his posi-
tion he desires that capital punishment for
rebels be adopted instead of short imprison-
ment, that better seasoned recruits be sent
out to South Africa, in the future, and that
martial law be proclaimed throughout Cape
Colony.

LOCAL AND GENERAL.

SECRET SOCIETIES are becoming more
active in Bangkok.

THE RENT QUESTION in Hongkong is,
according to the "Peking Gazette," said to be
primarily responsible for the increased cost of
living in this Colony.

THE CASES of communicable disease
reported as occurring in the Colony during the
week ended 28th September were—Plague,
three cases, all fatal; Enteric Fever, one case.

A FATAL ACCIDENT occurred yesterday
on board the s.s. "Taitan," when A. H. Tan, a
Chinese cook, aged 22, fell down one of the
hatchways and was killed. The body was taken
to the Mortuary.

THE FRENCH MAIL of the 26th August
was delivered in London on the 27th instant.

THE THIRD MADRAS Infantry, who
left Hongkong early in the month, made
an excellent passage to Singapore on board the
British transport "Mars," No. 9. Upon their
arrival the troops looked well and fit, their
quarters being as usual, clean and comfortable.

CHATER ROAD, Kowloon, is still as big a
disgrace as ever. The approaches to the Canton
wharf are almost as bad. Considering that the
Steamboat Co. has to pay for its wharf, one
would imagine that the Government would take
steps to see that it was moderately gettable,
particularly as it is one of the busiest places in
the Colony.

THE STEAMBOAT COMPANY are to be
congratulated upon the pretty little building
they are erecting as an entrance and office to
their new wharf. We rather fancy, however,
that if a vessel bumps the wharf heavily, as
often occurs in typhoon weather, the building,
not being of wood or iron, will be badly shaken.
We shall watch this erection with interest dur-
ing the next blow.

MIGHT WE SUGGEST, and we do it in fear
and trembling at our audacity, that Inspector
Riley of Tsai Sha Tsui should instruct his
young men to keep a better look out for dead
bodies. There are, we believe, two pinnaces and
a harbour patrol meandering round, and if one
of them could find time to go to the Japanese
bight on the northern side of the northern fair-
way they would find a dead body that has been
there for two days or more.

A CIRCULAR has been sent by the Foreign
Office to all His Majesty's Representatives and
Consuls abroad to the effect that whenever
British firms or individuals established in
business abroad are desirous of purchasing
goods in England or other parts of the British
Empire, any enquiries they may address to the
Diplomatic or Consular Representatives will
be forwarded for publication, at the discretion
of the Board of Trade, in the "Board of Trade
Journal." Foreign firms are advised to apply
to the Board of Trade through their respective
Consuls.

SIR ROBERT HART and his foreign staff are
to be allowed inside the Legation area at Pek-
ing. He is now building his own house on his
former site, while the rest of what formed the
Customs quarters now becomes part of the
Italian Legation. The former site of the Italian
Legation is transferred to the Customs, while a
large plot of what was temple and Imperial
property, between the Austrian and French
barracks, is also transferred to the Customs.
The Chinese who owned property within the
Legation quarter wonder when they are to be
compensated by their Government. So also
foreign claimants wonder when their respective
Governments will advance money to pay them
off.

TWO CHINESE CAPITALISTS have lately
established a colliery company at Fukien, the
subscribers being foreigners and Chinese, says
a Japanese paper. Though foreigners are not
allowed to hold shares in any Chinese mining
concern, this objection in the present case has
been overruled by the Viceroy of the above
province. The company will have a capital of
10,000 Mexican dollars, divided into 200 shares,
each share having a face value of 50 Mexican
dollars. Already a quarter of the total shares
has been subscribed, and a French engineer
has been instructed to report on the mines. If
the mines are found to be promising, a British
customs' official offers capital amounting to
200,000 dollars to the company on condition
that he is allowed to manage the coalfields.
One of the mines is situated in Chienning and
another in Shaown, both in the province of
Fukien.

THE MANCHU OFFICIALS in charge of
repairs on the Palaces and palace gates at
Peking are making hay while the sun shines,
says the "N. C. D. News" correspondent. The
improvements are rapidly progressing and cer-
tainly indicate that the Court will return. The
remnants of the tower over the Chienmen, or
main front gate of the Tartar City, have been
erected, as foreigners hold the wall from this
gate to the Hatamen, the Americans and Ger-
mans holding the position, and putting up
guard houses on the wall, where a foreign
promenade is being made. The effect on the
fengshui no one dares to think of. The Hon-
men, or main back gate of the Imperial City,
having been destroyed by the Japanese, will
also, I believe, not be re-erected. The entrance
to Imperial precincts will now begin with the
Tachimgen. Probably all the portion beyond
will be closed to foreigners, as in the old days.

A FRENCHMAN who is now being talked
about a good deal is M. Melin, the head of the
Investigation Department of the Bank of
France. He is occupied at this moment with
a band of forgers who are continually issuing
false notes. Probably he will find them.

As long ago as the Empire M. Melin was
mainly charged with this delicate mission; in
the course of which he paid an interesting visit
to London. He came on the trail of the cashier
of the Bank's Poitiers branch, who had utterly
disappeared. Several detectives had come in
search of the fugitive, and had failed. M. Melin
was no more fortunate.

Like them, he had failed too, and had pre-
pared to go back to Paris empty-handed. He
needed, however, a new hat, and went into the
French quarter in Solho to buy it. As he was
paying for it he saw a tall hat of a shape some-
what out of date on the counter, and read in
the lining the name of a hatter at Poitiers. He
had got on the scent, and soon laid hands on
his man.

COTTAM & Co.'s LATEST SHAPES in
LINEN COLLARS.

AN ORDER has been issued making it com-
pulsory for foreigners in the service of the
Government of Siam to pass an examination in
Siamese before they can receive an increase
of salary. No great display of learning will
be expected; the test will be of a practical
character.

THE RETURN OF VISITORS to the City
Hall Library and Museum for the week ending
29th September, shows—

	Library.	Museum.
Non-Chinese	312	124
Chinese	111	1,834
Totals	423	1,958

LI HUNG-CHANG is said to have been
seriously ill since the day he signed the Pro-
tocol. He really should not have ventured out
that day, but he was determined to be present
at the signing. He is now better, but very
weak. He has sent for all his sons to come to
him.

The Mauchus are getting back all the old
methods of getting stipends, each one having
some official appointment, but doing nothing
except wearing a red-tasseled hat.

A SIEGE MONUMENT was unveiled a few
days ago in front of the main entrance to the
British Legation, in commemoration of the
siege of the Legations, and the noble defend-
ers. Mrs. Ker did the unveiling. Sir Ernest
Satow made a brief speech, and then called on
Minister Conger, who spoke feelingly and to
the point. It is to be regretted that no notice
was sent to the participants of the siege, even
those who are English. Mr. Conger was the
only other Minister present, though at least five
other Ministers passed through the siege.

THE REPORT AND RETURNS of the
decennial census of the Colony appeared in
Saturday's issue of the "Gazette." It shows that
the number of persons in Victoria enumerated
by the police was 6,523 non-Chinese and 19,668
Chinese. The European and American resident
civil population numbered 5,808 as compared
with 5,532 in 1897, and 4,555 in 1891. The
Portuguese numbered 1,948 as compared with
2,263 in 1897 and 2,489 in 1891, and the rest
of the European and American population had
increased by 591 since 1897 and by 1,394 since
1891. The British resident civil population
was returned at 2,708, or an increase of
495 since 1897, and 1,500 since 1891. The
Americans had increased from 93 in 1891 to
198, the Germans from 208 to 337, the French
from 89 to 103, and the Spanish from 81 to
126. Of the British population of 3,007 (in-
clusive of those on board the shipping in the
harbour) 1,777 claimed to be English, 655 were
Scottish and 251 Irish. 2,053 were born in the
British Isles, 574 in the Colony, 140 in Aus-
tralia, and 74 in India. The non-Chinese re-
turned as 6,523, or an increase of 141
since 1897. 2,139 Indian camps, followers were
included with the garrison. The number of
Eurasians was ascertained to be 267, or a de-
crease of 5 since 1897. The total Chinese land
population of the Colony was returned at
234,443, as compared with 201,528 in 1897, and
with 178,960 in 1891. Of the 181,918 inhabitants
of Victoria, 6,862 were reported as Europeans;
Americans, and other non-Chinese, while no
less than 175,056 were returned as Chinese.
The population of Kennedy Town and Shek-
ong-tsuai showed the remarkable increase of
6750 since 1897, when it was only 4,282, while
in January last the total was no less than 11,032.
At the Peak 412 Europeans and Americans
were residing, while 167 lived in the Hong-
kong villages at the time the census was
taken. In British Kowloon the population on
the last four occasions upon which the census
was taken is given as follows. In 1881, 9,021;
1891, 19,997; 1897, 26,442; 1901 42,976. The
figures, however, do not include any portion of
the New Territory. Statistics of the shipping
population exclusive of non-Chinese show a
slight decrease, while the Chinese floating
population represent an increase of 8,348 over
1897 and 8,065 over 1891.

AT THE MAGISTRACY.

ASSAULT.

Chee Chung assaulted Ching Sau, a chair-
bearer, and was ordered to pay \$25 or go to
gaol for six weeks with hard labour.

A married woman, named Su Tin Hi, imbibed
to such an extent that her conduct became dis-
graceful, and in order to put some restraint
upon her the Magistrate this morning fined
her \$2.

AN OLD EXCUSE.

To account for the unlawful possession of 90
lbs of opium and 19 lbs of brass, Sham Chi
pleaded that he had bought the goods, but his
story was disbelieved, and he was ordered to
pay \$50 or go to prison for two months. He
has already spent three months in gaol on
another charge.

ALLEGED UNLAWFUL POSSESSION.

Leung Lam was remanded on a charge of
having in his possession one jacket and a pair
of trousers, value \$10, the property of Lieut. A.
McClervy, well knowing them to have been
stolen.

A BITE OR A BARK.

P. S. Gulab alleged that an unmuzzled
ferocious dog, belonging to Chan Hong, bit
him on the leg. Chan Hong denied
the statement and said the dog only barked.
The Magistrate settled the point by dismissing
the summons against Chan Hong.

CANDIDATE FOR THE 'CAT.'

Chan Kau stole eight pieces of clothing, a
silver hair brush, and two pearl earring orna-
ments, value \$7, and as he had previously
received five strokes with the birch for a felony,
this time he will go to prison for a month, in
addition to receiving twelve strokes.

A DRUNKEN AMERICAN.

James McVeely, an American, was fined \$2,
or the alternative of 8 days imprisonment for
being drunk and disorderly in Queen's Road
Central.

BARRERS QUARREL.

Li Hoi and Tsa Chung Man, barbers, quar-
relled in Hollywood Road on Sunday night,
and this morning his worship settled the dis-
pute by fining each of them \$2 or 8 days con-
finement.

UNLAWFUL DREDGING.

Chan Mi and Chan Yau, boat masters, were
charged with unlawfully dredging in the man-
of-war anchorage, and Chan Yau with conceal-
ing the number of his fishing boat. On the
first count they were fined \$5 or 14 days, and
on the second Chan Yau was ordered to pay
an additional \$3.

LOTTERY TICKETS.

Wong Lok, 48, had been dealing in lottery
tickets, and when he appeared in the dock was
told to forfeit \$25 or perform six weeks' honest
labour in gaol.

AN IMPERTINENT THIEF.

Chan Hing, lives in Bulkeley Street and
makes batters. On Saturday he walked into a
private house and decamped with an umbrella.
His impudence was rewarded by twelve strokes
with the birch rod.

COTTAM & Co.'s VARIED ASSORT-
MENT OF SILK BRACES (or EVEN-
ING WEAR.

GYMKHANA MEETING.

The third Gymkhana Meeting took place on Saturday afternoon and the attendance was an insult to the efforts of the Committee to provide a wholesome afternoon's outdoor amusement. No excuse can be offered for the scarcity of onlookers, the weather was perfect, the programme was attractive, the events proved exciting, but we are satisfied that nothing short of an earthquake could arouse the Hongkong public from its moss-grown apathy. Even the few ladies present did not seem to have made any effort to grace the proceedings. Costumes were seen that bore signs of having done duty many a time and oft and the few smart dresses were doubly conspicuous because of their scarcity. Even the August One, His Excellency, thought the well-known grey jacket suit and soft felt was sufficient for the third and last meeting.

But if the attendance was disappointing the arrangements made up for it. The events were run off promptly, and the comfort of everyone studied. The drum and fife band of the R.W.F. played during the necessary intervals and helped a great deal to enliven matters.

The first event was the Quarter Mile Handicap for which five started. Lady Mary was much fancied and Favorite Rose, on account of the condition he was seen to be in, carried a fair amount of money. Kangaroo was thought to be well in, also Loyalist. As matters turned out it was Loyalist's race from the jump. The 13th sibs. on Lady Mary effectually stopped her and she never was, at any part of the race, dangerous. Kangaroo made a bold bid, but with such an artist as Mr. A. W. Cruickshank on Mr. David's horse he came away and won with a good stone in hand. Unfortunately Favorite Rose was left at the post, as this beast again showed his temper and Mr. Gegg rode the course with the bit out of the horse's mouth. The handling of Loyalist by Mr. A. W. Cruickshank was an example as to what can be done with a notoriously bad starter.

The tent pegging brought out eleven competitors and Mr. E. M. Bishop easily carried off the honours, both in picking up his pegs and in workmanship. The bucket and apple race provided a lot of amusement, Mr. Cruickshank being the winner. There ought to have been a time limit to this event, because whether it was the buckets were too small, the apples too large, or the Tytam water too great a shock to the system one gentleman did not start to dive for his apple until the race was all over.

The Polo Pony Scurry was a good race, Treacle just getting home from Paddy. The off saddling race was agreed to be decided in the first heat and Mr. Cruickshank would have won if he had been able to undo the girths and ride his somewhat difficult pony. As it was the decision went to Mr. MacMillan.

The race of the day was the Mile Distance Handicap, and here the two gentlemen whose business it was to bring them together brought about a splendid finish. They solved the problem of handicapping a horse and a donkey, Mr. McIntyre just catching the judges eye by a short head from Captain Warren. Captain Warren rode a most determined finish and if he had made his effort a few strides earlier must have won. One of the starters for this race was young Master Sugden, and although we admired the plucky manner in which he stuck to the iron mouthed little brute he was on, this is the sort of fooling that might have brought about a serious accident and is altogether out of place on a race course.

So finished the Gymkhana season of 1901. The appreciation by the public has been on each of the three occasions altogether out of proportion to the efforts made by the Secretary and Committee. These gentlemen have brought off their meetings without a hitch, and anybody who has ever had anything to do with a sports meeting knows this cannot be done without a great amount of real hard work. The attendance on Saturday was paltry and as far as the ladies were concerned the display was disappointing, not to say dowdily, with few exceptions. Let us hope the gentlemen concerned in the management will accept the thanks and keen appreciation of the few for their efforts in the general behalf, in place of the lukewarm support of the many. The following are the details of the day—

THREE QUARTERS OF A MILE—Handicap for all horses and ponies.—Four to start or the race to be declared void. Cup presented by the Hon. C. P. Chater. Second to receive \$15.

Mr. David's Loyalist, 1st 11st (Mr. W. A. Cruickshank) 1
Capt. Warren's Kangaroo, 1st 8lbs (Major Gwynne) 2

Mr. P. A. Cox's Lady Mary, 1st 5lbs (Mr. E. M. Bishop) 3
Mr. Lewis' Innocent, 9th 8lbs (Mr. E. C. Pontifex) 4
Mr. Gunner's Favorite Rose, 1st 5lbs (Mr. Gegg) 5

12lbs. overweight
* 9lbs. overweight.

TIME PEGGING.—Three runs each at a single peg.—Points will be given for style and pace. Cup presented by Sir Thomas Jackson.

Mr. E. M. Bishop. Mr. A. Campbell Mac-
Mr. W. A. Cruickshank. Millan
Mr. P. A. Cox. Mr. A. C. Murray
Major Gwynne. Captain L. F. Smith
Mr. J. Hastings. Captain Warren
Captain Loring, R.A. Mr. J. Woodgraves

BUCKET AND APPLE RACE.—A number of tubs or buckets to be placed in a row, half filled with water from Tytam, with an apple in each. Competitors to start dismounted with no saddles. Mount, ride to buckets and each endeavour to secure an apple with his mouth whilst holding his pony. Mount with apple in mouth. First past winning post with apple in his mouth wins. Any competitor touching the apple at any time with his hand or any part

of his body, except the mouth, will be disqualified. Six to compete or no event.

1 Mr. W. A. Cruickshank.
2 Mr. E. M. Bishop.
POLO. PONY SCURRY.—For hand fide Polo Ponies, the property of playing members of the Polo Club. From Quarter-Mile post in. Ow ers up. Catch weights over 11 st. 7 lbs.

An owner entering more than one pony and riding one himself, or unable to ride the weight, to be at liberty to ask another playing member of the Polo Club to ride for him. Weight to be raised if necessary to 11 st. 12 lbs. Six to start or no race.

1 Mr. W. A. Cruickshank's Paddy. (Owner)
2 Mr. R. J. Cumming's Paddy. ()
Hon. T. H. Whitehead's Guy Fawkes. ()
(Mr. Ball-Action)

Major A. B. Hamilton's Quartz. (Owner)
Captain S. Jones' Ring Off. ()
Captain Warren's Wallaroo. ()
Hon. T. H. Whitehead's Byculla. ()
(Major Gwynne)

TIME, 29 2/5 secs.
OFF SADDLING RACE.—Best of three heats. Start in saddle from somewhere near the Mile Post with saddle properly girthed with two single girths. First past the post offest with saddle in hand and girths attached wins. No contrivances for slipping girths allowed. Six to compete or no event.

1 Mr. A. Campbell. Mr. E. M. Bishop.
MacMillan. Mr. P. A. Cox.
2 Mr. E. C. Pontifex. Captain Loring, R.A.
Mr. W. Cruickshank Captain Warren.
Mr. H. A. MacIntyre.

THE ECLIPSE STAKES OF 10,000 COPPER CASH OR CUPS FOR THE FIRST AND SECOND; presented by H. N. Mody, Esq. Scratch to start at the mile post. Each competitor to send in name and description of horse or pony to be entered by him with weight to be carried. Riders are notified that they will be required to weigh out at not less than the specified weights. No objection to be raised to carrying overweight.

1 Mr. MacIntyre's Flying Fox, 1st 5lbs 375 yds.
2 Capt. Warren's West Australian, 1st 7lbs 75 yds.
3 Mr. Gunner's Sir Bevis, 1st 11lb 35 yds.
Mr. P. A. Cox's La Fliche, 1st 8lbs scratch.
Mr. Lewis' Jeddah, 1st 8lbs 75 yds.
Hon. T. H. Whitehead's Ormonde, 1st 4lbs 120 yds.
Mr. R. M. Cumming's Manifesto, 1st 4lbs 130 yds.
Mr. C. W. Dickson's Merry Hampton, 1st 7lbs 250 yds.
Mr. L. J. C. Anderson's Diamond Jubilee, 1st 5lbs 270 yds.
Capt. Jones' Bend Or, 1st 5lbs 270 yds.
Mr. C. A. Ball Action's Galtee More, 1st 290 yds.
Mr. Sugden's Persimmon, 5th 6lbs 300 yds.
Mr. M. R. C. Nanson's The Lamb, 1st 320 yds.
Mr. A. B. Garnett's Orme, 1st 5lbs 320 yds.
Capt. Warren's Diomed, 1st 420 yds.

of his body, except the mouth, will be disqualified. Six to compete or no event.

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2 Mr. E. M. Bishop.

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Captain Warren's Wallaroo. ()
Hon. T. H. Whitehead's Byculla. ()
(Major Gwynne)

TIME, 29 2/5 secs.
OFF SADDLING RACE.—Best of three heats. Start in saddle from somewhere near the Mile Post with saddle properly girthed with two single girths. First past the post offest with saddle in hand and girths attached wins. No contrivances for slipping girths allowed. Six to compete or no event.

1 Mr. A. Campbell. Mr. E. M. Bishop.
MacMillan. Mr. P. A. Cox.
2 Mr. E. C. Pontifex. Captain Loring, R.A.
Mr. W. Cruickshank Captain Warren.
Mr. H. A. MacIntyre.

THE ECLIPSE STAKES OF 10,000 COPPER CASH OR CUPS FOR THE FIRST AND SECOND; presented by H. N. Mody, Esq. Scratch to start at the mile post. Each competitor to send in name and description of horse or pony to be entered by him with weight to be carried. Riders are notified that they will be required to weigh out at not less than the specified weights. No objection to be raised to carrying overweight.

1 Mr. MacIntyre's Flying Fox, 1st 5lbs 375 yds.
2 Capt. Warren's West Australian, 1st 7lbs 75 yds.
3 Mr. Gunner's Sir Bevis, 1st 11lb 35 yds.
Mr. P. A. Cox's La Fliche, 1st 8lbs scratch.
Mr. Lewis' Jeddah, 1st 8lbs 75 yds.
Hon. T. H. Whitehead's Ormonde, 1st 4lbs 120 yds.
Mr. R. M. Cumming's Manifesto, 1st 4lbs 130 yds.
Mr. C. W. Dickson's Merry Hampton, 1st 7lbs 250 yds.
Mr. L. J. C. Anderson's Diamond Jubilee, 1st 5lbs 270 yds.
Capt. Jones' Bend Or, 1st 5lbs 270 yds.
Mr. C. A. Ball Action's Galtee More, 1st 290 yds.
Mr. Sugden's Persimmon, 5th 6lbs 300 yds.
Mr. M. R. C. Nanson's The Lamb, 1st 320 yds.
Mr. A. B. Garnett's Orme, 1st 5lbs 320 yds.
Capt. Warren's Diomed, 1st 420 yds.

CONCERT AT THE ENGINEERS' INSTITUTE.

A hearty response was accorded to Mr. W. Ramsey's expression of opinion that the concerts at the Engineers' Institute should become a regular monthly function. On Saturday evening the spacious rooms of the Club were tastefully decorated and comfortably filled by an enthusiastic number of members and friends who came quite prepared to have a good time and listen to the excellent programme provided.

The opening item was a song by the indefatigable Chairman of Committees, Mr. H. H. Bridger, followed by Mr. Brand. Mr. Sibbitt gave general satisfaction by his violin solo and was deservedly encored. Mr. A. Cunningham rendered his two songs in an artistic manner, his cultured voice being heard to great advantage.

Mr. S. O. Jenkins (anyone who does not recognize the name will understand it means the irrepressible "Jenks") was not let off until he had sung four songs during the evening. Mr. W. J. Terrell and Mr. H. A. Minto contributed in no small way to the success of the evening, while Sgt. Simmers R. E. in his songs was in excellent voice. This gentleman by his singing must always command attention and although always willing to oblige at any entertainment he never fails on the list-ners. Mr. T. Hughes was the accompanist throughout the evening, but again we have to mention the fact that we see at nearly every concert it is our fortune to attend, viz., the condition of the piano provided. Mr. Hughes at the instrument and Mr. Simmers singing could not disguise the discordant notes of the jangling instrument. If the various committees of the clubs of Hongkong knew how disconcerting it is to have to sing to the egg boxes generally in use they would look more carefully after this important adjunct. The singing of "Auld Lang Syne" brought the proceedings to a close.

THE PLAGUE.

Number of cases reported Chinese.....1,559
up till noon of the 28th Other Asiatics 54
September, 1901 Europeans.....31

Number of cases reported Chinese.....2
during the past 48 hours Other Asiatics 0
Europeans.....0

Total number of cases reported to date, 1,646

Number of deaths reported Chinese.....1,525
up till noon of the 28th Other Asiatics 30
September, 1901 Europeans.....12

Number of deaths reported Chinese.....1
during the past 48 hours Other Asiatics 0
Europeans.....0

Total number of deaths recorded to date, 1,574

Since noon on Saturday last the cases and deaths are—

Cases Chinese.....2
Other Asiatics.....0
European.....0

Deaths Chinese.....1
Other Asiatics.....0
Europeans.....0

Total.....1

The plague returns for last week were—

Cases.....3
Deaths.....3

COTTAM & CO. for EVENING DRESS SHIRTS.

COTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

KORE TRADE STATISTICS.

The Korea Customs trade returns for the first half of September are as follows:—

	Yen.
Export.....	1,913,318
Imports.....	3,699,943
Total.....	5,613,261
Excess of imports.....	1,777,625
Gold and silver—	
Exports.....	16,777
Imports.....	558,447
Total.....	575,224
Excess of imports.....	541,670

The principal goods exported were:—

	Yen.
Tea.....	194,829
Copper.....	242,618
Matches.....	169,251
Straw braid.....	103,653
Rice.....	20,777
Cotton yarn.....	392,393
Straw matting.....	93,263

The principal goods imported were:—

	Yen.
Rice.....	675,800
Kerosene.....	675,800
Cotton piece goods.....	753,914
Mousseline de laine.....	86,354
Oil cake.....	20,071
Bar iron.....	95,541
Sugar.....	444,891
Cotton yarn.....	39,133
Beans.....	20,071

MR. KOMURA.

The ceremony of appointing Mr. Komura Minister of State for Foreign Affairs was held yesterday at 10.30 a.m., says the *Kokumin* of 22nd inst. As noticed previously, Mr. Uchida, now Vice-Minister for Foreign Affairs, was also appointed to supersede Mr. Komura as the Envoy at Peking. As the successor of Mr. Uchida, Dr. Motono, now Minister in Belgium, is the most popular candidate. We think that these appointments are all welcome. By the way, at present, Mr. Heki is acting as our *Charge d'Affaires* in Peking. Mr. Komura, who may be called a born diplomat, is an energetic but prudent man, and left an excellent record behind him. He is well acquainted with the affairs in any foreign country, as he has been accredited to different capitals since he entered the diplomatic circles. The ability of Mr. Uchida is profoundly recognized and moreover he has a useful knowledge on things Chinese, having been the secretary at the Peking Legation for some years after the Japan-China War.

KOREAN NEWS.

THE SELECTION OF AN EMPRESS.

SEUL, Sept. 21st.
Last night, an ordinance that Genpin will be made Empress was issued. It is supposed that all the foreign Ministers to Seoul will be entertained shortly in order to make the order public.—*Asahi*.

FUSAN, Sept. 21st.
The starting of the work of the Kaifu Railway was celebrated this morning. Many of the Chief magistrates of the Government and Japanese Consul Nose were among those present, who numbered over three hundred.—*Mainichi*.

THE TELEPHONE NEWSPAPER.

A REMARKABLE BUDAPEST ENTERPRISE.

The Hungarians are, of all people, the first to put Hellamy's dream of a telephone newspaper into practice, says the *Daily Express*. The Budapest "Telefon-Hirmondo" or "Newsteler," speaks the day's news to 7,000 subscribers sitting in their homes.

It must be borne in mind that Budapest has the most perfect telephonic service in the world, else such an enterprise would be impossible. As it is every day, from eight in the morning till eleven at night, the "Telefon-Hirmondo" is busy sending the news of the world, but from the telegraph wires, to its subscribers' homes.

In the editorial rooms half a dozen speakers with strong, clear voices speak the "copy"—carefully edited news of all sorts, telegrams, theatrical critiques, Parliamentary and Exchange reports, speeches, news from the law courts and the racecourse, the markets, bits from the local and world's Press, weather forecasts, and a hundred and one other items of news—into the transmitters.

Nor is this all; for at certain hours, concerts, or the performances of the Royal Opera, or of the Municipal Opera Theatre, are to be heard through the telephones. Indeed, eminent preachers, orators, and actors tell their stories to enormous audiences scattered over the city.

Moreover, the exact time for each of the news items is strictly regulated, and is announced to the subscribers every morning, so that you will know when to listen for the news that is particularly interesting to you, and you can always be sure of hearing it at a predicted minute.

Of course in the event of particularly important and utterly unexpected news coming to hand, it is immediately announced, special alarm signals being rung.

You will say that only the wealthy can afford to subscribe to such a newspaper. You will be astonished to learn that it only costs the subscribers a penny a day; nor is any charge made for having a receiver fitted to the house.

The "Telefon-Hirmondo," which employs 180 people and has 640 miles of wires, has proved a great success. It was invented by Theodor Puskas, a Hungarian electrician and an ex-collaborator with Edison. Puskas unfortunately died three months after the practical realization of his undertaking.

If you want to know more about this wonderful enterprise you should look at the August number of "Pearson's Magazine," which contains a full, illustrated account of it, as well as many excellent articles and stories by such popular writers as H. G. Wells, C. H. Fry, B. Fletcher Robinson, J. E. MacManus, Max Pemberton, and others. The illustrations, too, are of the usual excellent kind; and the whole number forms ideal reading for the holidays.

Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY EIGHTH ORDINARY YEARLY MEETING of the SOCIETY will be held at the HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 10th October, 1901. Noon, for the purpose of receiving the Report of the Directors together with the Statements of Accounts for the year 1900 and for the half year ending the 30th June, 1901, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to 10th October, both Days inclusive. By Order of the Board.

W. J. SAUNDERS, Secretary.

Hongkong, 19th September, 1901. [1031c]

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY EIGHTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (NOON), on THURSDAY, the 17th October.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 17th October, both Days inclusive.

JARDINE, MATHESON & CO., General Agents, CANTON INSURANCE OFFICE, LIMITED.

Hongkong, 25th September, 1901. [1058c]

CHINESE IMPERIAL GOVERNMENT 7 PER CENT SILVER LOAN OF 1886, E.

30th HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS of this LOAN will be PAYABLE at the OFFICES of the CORPORATION on or after the 30th SEPTEMBER, 1901.

LISTS OF DRAWN BONDS can be obtained on application to the Undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, Agents issuing the Loan, T. JACKSON, Chief Manager.

Hongkong, 28th September, 1901. [1065c]

WANTED.

DOCTOR wanted for THE CHINA NAVIGATION CO'S S.S. "CHINGTU." Apply to BUTTERFIELD & SWIRE.

Hongkong, 27th September, 1901. [1063c]

WANTED.

AN EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to THE MANAGER, CRAIGIEBURN HOTEL.

Hongkong, 8th August, 1901. [852c]

IMPERIAL BANK OF CHINA.

WANTED.

AN EXPERIENCED MAN of business to Act as COMPRODOR from next China New Year.

Full Particulars can be obtained on application to the Undersigned.

By Order of the Board of Directors, E. W. RUTTER, Manager.

Hongkong, 30th July, 1901. [812c]

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN PIANOS.

MONTHLY PAYMENT SYSTEM.

Hongkong, 10th August, 1901. [571c]

NEW VICTORIA HOTEL.

ROTISSERIE, *Meat a la Carte*, CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Dinner at Moderate Rates. Madar & Farmer, Proprietors.

Hongkong, 2nd September 1901. [958c]

T. M. STEVENS & CO. CARRY IN STOCK A FULL LINE OF "GERMINAL" MANILA CIGARS.

T. M. STEVENS & CO., Beaconsfield Arcade.

Hongkong, 2nd September 1901. [959c]

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT of AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.

Apply to G. GIRAULT.

Hongkong, 20th August, 1901. [667c]

A. LING & Co., FURNITURE STORE.

(Next Door to Messrs. WATKINS & Co.) QUEEN'S ROAD, CENTRAL.

Speciality: FOCHOW LACQUER WARE.

Hongkong, 18th June, 1901. [642c]

JUST UNPACKED.

BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds.

Finest WESTPHALIAN HAMS, H. BUTTNER, 5, D'Arquill Street and 39 & 40, Elgin Road, Kowloon.

Hongkong, 13th July, 1901. [54]

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 18, In-Ho Road.

I am now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a specialty.

Hongkong, 29th September, 1901. [40]

Intimations.



The Strong Chain

of evidence of satisfaction that comes from each new place in which

RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

SOLE AGENTS:

A. S. WATSON & Co., LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 21st September, 1901. [1028c]

W. BREWER & Co.

Sandow's Developers, Anglo-Egyptian, Sultan, and Pacha Cigarettes. A large variety new stock Indian Cigars, Ball Pointed Pens, Waterlow Commercial Pen, Easterbrook's Falous Stub, Relief and other Pens, Typewriter Papers, Carbon Paper, Ribbons, &c.

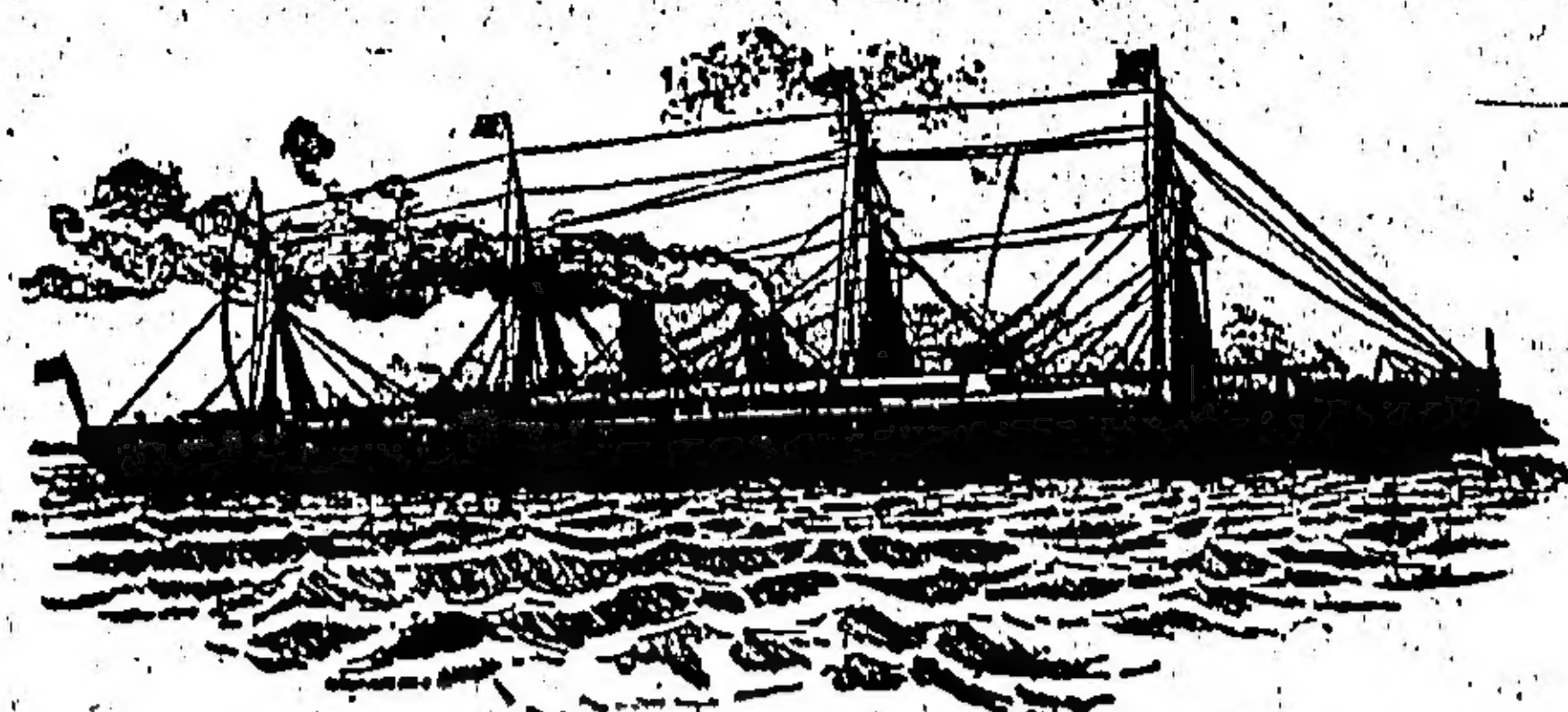
Playing Cards, Poker Chips, &c. Briar Pipes, Silver Mounted Cases, &c. Badminton Tennis, Cricket Goods, &c., &c.

Hongkong, 28th September, 1901. [689c]

PETER SYS

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GAELIC"	WEDNESDAY, 2nd October, at Noon.
"ALGONA" (P. M. S. S. Co.)	On or about the 5th October.
"OHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"GOPTIO"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.

* Via MOJI, KOBE and YOKOHAMA.

THE O. & O. Company's Steamship "GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA, and HONOLULU, on WEDNESDAY, the 2nd October, at Noon, taking freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

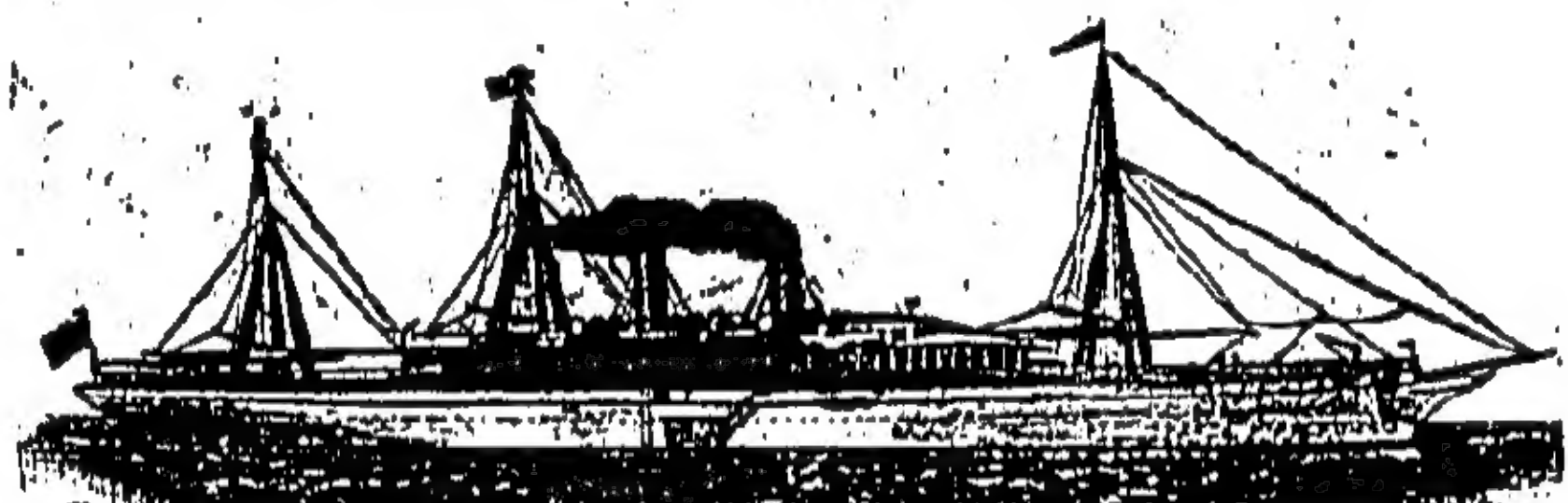
Merchant's Invoice will be sufficient for cargo or parcel (each shipment), when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 25th September, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.
EMPRESS OF JAPAN	Comdr. H. Fybus, R.N.R.	WEDNESDAY, 18th December.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS in a WEEK in the Trans-Pacific journey, and make connections at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. GILFILLAN, General Agent,
Potters' Street.

Hongkong, 30th September, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
ARABIA	HAVRE and HAMBURG.	5th Oct.	Freight.
KOENIGSBERG	(Calling at SINGAPORE and COLOMBO.) HAVRE, BREMEN and HAMBURG.	19th Oct.	Freight and Passengers.
BAMBERG	(Calling at SINGAPORE and PENANG.) HAVRE and HAMBURG.	29th Nov.	Freight.
SEGROVIA	(Calling at SINGAPORE and COLOMBO.) HAVRE and HAMBURG.	16th Nov.	Freight.
MARBURG	(Calling at SINGAPORE and PENANG.) HAVRE and HAMBURG.	30th Nov.	Freight.
BUENOS AIRES	(Calling at SINGAPORE and COLOMBO.) HAVRE and HAMBURG.	14th Dec.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office,
No. 1, Queen's Buildings.

Hongkong, 25th September, 1901.

Insurances.

"The Time to get
Cake is When it
is Passing."

The time to take life insurance is when you can get it. One day you are insurable—the next you cannot secure insurance at any price. Do you know when your day will come? Do you know that it isn't to-day?

For rates and full particulars apply to

F. KIENE,
The
Equitable Life Assurance
Society,
Hongkong.

Hongkong, 20th September, 1901. 1995c

"THE UNION"
FIRE INSURANCE COMPANY, LD.
(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY,
Agent.

Hongkong, 5th July, 1901. 1712c

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1901. 1710c

Notices of Firms.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

DURING MY ABSENCE and until further
Notice Mr. MORRIS STAFFORD
NORTHCOTE has been appointed ACTING
SECRETARY.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 28th September, 1901. 17066c

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE.

MR. WILLIAM BASIL DIXON has This
Day ASSUMED CHARGE as CHIEF
MANAGER.

By Order of the Board of Directors,
R. SHEWAN,
Chairman.

Hongkong, 27th September, 1901. 17062c

Masonic.

ZETLAND LODGE.

No. 125, E.C.

A REGULAR MEETING of the above
LODGE will be held at the FREEMAS-
SONS' HALL, Zetland Street, TO-MORROW,
the 1st October, at 8.30 for 9 p.m. precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 25th September, 1901. 17054c

To be Let.

TO LET.

A HOUSE in RIFON TERRACE.

Apply to
"THE RETREAT," MOUNT KELLET.
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 21st July, 1901. 17050c

TO LET.

(From 1st August next).

NO. 3, ORMSBY TERRACE—KOWLOON.

Apply to

PUN HUNG,
85, Queen's Road Central.
Hongkong, 17th July, 1901. 17010c

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI
ROAD.

Apply to

SANG KEE,
108, Des Voeux Road Central.
Hongkong, 5th September, 1901. 17076c

TO LET.

NO. 1, STEWART TERRACE—THIS
PEAK.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. 17090c

TO LET.

GODOWN—No. 5A, DUDELL STREET.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 31st July, 1901. 17022c

For Sale.

FOR SALE.

SEVERAL MODERN BOOKS on En-
gineering Subjects.
For List, apply

"STEAM"
C/o The Hongkong Telegraph
Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS.
Three years old, in Excellent Condition.
For Price, &c., apply to

THE ROBINSON PIANO CO.
Hongkong, 27th May, 1901. 17055c

THE LATE MR. J. J. FRANCIS, K.C.

A SHANGHAI TRIBUTE.

Hongkong will be profoundly moved—as will many people in Shanghai and other places in the Far East—at the sudden news of the death of Mr. John Joseph Francis, K.C. says, the *N. C. D. News*. This occurred on Sunday at Yokohama, from apoplexy. Mr. Francis had been for some time in failing health, and his trip to Japan was made in the hope of reinvigoration, unfortunately not realised. His was a career remarkable in many ways, but chiefly remarkable for the fine ability which won him the high position he held at the East as quartermaster sergeant in a British regiment. This was in the late fifties, for he was present at the taking of the Taku Forts in 1858. After this he left the army, and entered the office of Mr. Gaskell, a solicitor in Hongkong, as an articled clerk. Thus he developed into a solicitor, and for some years practised in this capacity. Then he went home, entered Gray's Inn, and in 1876 was called to the Bar, so that he returned to the Crown Colony as a barrister. He practised as junior counsel for some years, and was finally made Q.C. In all this time he had taken the liveliest interest in the public life of Hongkong. He identified himself eagerly with all things affecting the welfare of the Colony, and everywhere his clear, sound judgment, his remarkable acumen, made him a leading figure, and an important figure. He was for some time Police Magistrate, and later he held for a certain period the office of Acting Puisne Judge. Perhaps in the departments of public life which lay outside his profession, he will be best remembered for his prominent connection with the Plague Commission—of which, if we remember rightly, he was President. Mr. Francis was a very able and a very fluent speaker, and shone as much in an after-dinner speech as in an address to the jury. He will be sadly missed in Hongkong, for he had made himself a place it will be practically impossible to fill.

[The other Shanghai papers to hand all contain similar references to the late Mr. Francis.—Ed., H.K.T.]

HOW MUNICIPALISATION PAYS.

The following clipping from the *North China Daily News* will doubtless interest all of our readers who have the sanitation of the Colony at heart:

At the time of the Clyde Purification scheme some method of diverting and utilising the sewage of Glasgow and other towns along the river banks had to be devised. Some of these towns bought land and started, on the example of Edinburgh, sewage farms which yielded considerable odours, and crops, about eight times a year, of a rich succulent grass used in the various dairies or cattle byres. Glasgow went on better by sending out circulars offering a reward for the best scheme of chemical treatment. Professor Adney's system (used generally at a number of asylums and convalescent homes), was the one finally adopted. This system leaves the soil in such a state that it can be readily handled without any objectionable effects, has no smell whatsoever, and as a fertiliser is increased in quality, thereby obtaining a very high price as a market garden dressing. The waste water from the sewage passes away quite clear and purified, and though the idea may seem objectionable, this water can be drunk without any disagreeableness or injury to the drinker. The sale of the resulting fertiliser not only covers the cost of the process, but leaves a little bit extra in the Municipal Exchequer. Besides these advantages such a method avoids the possibility of objectionable smells from night-soil carts, and boats, and from sewage farms. Nor is this the only direction in which Glasgow is essentially modern and model. Most cities have now got their refuse destructors for destroying street and market waste, which generally cost the community a considerable sum for maintenance. But not so in Glasgow, the canny Scots know a thing worth two of that, and have employed the Horsfall Destructor, and utilise by this method the heat generated to work their electric dynamos for street lighting, which is also in the hands of the Municipality. The clincher formed by the burning of the refuse they have found a most useful commodity, for, when broken up and mixed with cement it is used for street or rather footway paving. What is done with the Shanghai street and market cleanings, does it find a last resting place in the Hongkong or in the night-soil boat? As before stated, Glasgow has the electric lighting monopoly in the hands of its Municipal Council, and though the heat generated at the destructors is not sufficient, it considerably reduces the cost of working the electric supply, not only of the streets but of the shops and private residences, and the latter are supplied at a very low rate, which has made this source of light supply very popular, and a highly profitable method of raising Municipal funds.

Glasgow has also its own gas and water supply in the hands of the Municipal Body, and runs its own tramway system. All these enterprises, municipalised by the go-ahead methods of the man who is usually described as canny, have so blessed the community of the town, which 60 years ago was a fishing village of the smallest description, that in the year 1895 the taxation was 1s. 10d. in the pound sterling; the following year was reduced to ten pence without the shilling, and in 1897 was only 1d. But in the year 1898 for the building of the A.F. Gallery (completed in 1896), and the experimenting with the first sections of electric trams, besides other Municipal improvements the taxes were raised to 1s. 10d. in the pound on the house or poor law valuation. While the people at that time were informed that they were to keep their tax receipts and that in two years this

undertaking of the Municipality would render taxation unnecessary, and that in another two years certain remissions would be made on the receipts produced for 1898 taxation. Can Shanghai boast of anything model after Glasgow's experience? Of course, the great extent of the great population of Glasgow makes the Municipal undertakings an assured success from the outset. For instance the trams; the electric lighting of shops and private houses; the sewage and water schemes are all things essentially depending on numbers of the population, and on the extent of area operated on. But Shanghai is yearly, monthly and even weekly extending; and now is the time, with the reopening of trade and prosperity in China, for the Shanghai Municipal Council to municipalise everything essentially municipal. Therefore if any tramway scheme is brought before the electorate or Council in the immediate or distant future, the Council besides the limit of lease surrender should stipulate for a certain number of shares (free) in the undertaking as a partial equivalent for the use of the streets.

DISCIPLINED AND MODERN-ARMED TROOPS IN CHINA.

As will perhaps be remembered by readers of these columns, says the *N. C. D. News*, secret instructions were recently sent by the Reactionaries of Hsiao to the various principal military officials of the country to send with all speed to the Grand Council, in its capacity of Chief Military Council of the Empire, detailed reports of the exact number of available men, armed and disciplined on the foreign model, under each officer concerned; and that also an accurate statement be made by the Taotais in charge of the various provincial ordnance bureaux of the exact amount of modern ammunition and number of weapons of precision held in reserve. According to a private letter received yesterday from Hsiao by a retired mandarin residing in this port, the Grand Council has been informed by the principal military officials of the Northern and Central provinces that the aggregate number of modern-armed and disciplined battalions belonging to those provinces ready to take the field within three weeks' time—the limit asked, it will be remembered, was two weeks—is ninety-seven, or calculated at 400 fighting men to a battalion of infantry, about 38,800 well armed men. Besides these there is a total of 1,000 so-called cavalry or rather mounted infantry, all armed with repeating carbines, more than one-half Mausers and Mannlichers and the rest Winchester of a late pattern. There are also quite ninety field pieces—Krupps' and Armstrong's, the latter mainly cast in Kiangnan—with adequate ammunition and full complements of gunners to accompany the various corps on hand, but owing to the scattered positions occupied by the troops above noted, that is to say, quartered in no less than nine provinces, it will consume at least one month, apart from the time required to prepare for the field, to mobilise them at any given point, whether in North Kiangsu, Shantung or Honan. Furthermore it will be impossible to march such bodies of troops through the country without attracting outside attention, especially as the principal Powers have large numbers of secret service men in almost every part of the empire, and so cause inconvenient questions to be directed to the Foreign Ministry.

RUMOURS ABOUT THE COURT'S MOVEMENTS.

There now seems to be no doubt that the Court will make a start from Hsianfu on its journey to Kaifeng, in Honan, ere many weeks. Great preparations on the work of palace repairs are being hurried on at the latter place and it is believed from the orders transmitted from Hsiao that the Empress Dowager at least intends to make a long stay in the rather inaccessible but conveniently situated capital of Honan. On the other hand many well informed Chinese assert that the Emperor will really go on to Peking this coming winter, but we doubt it very much indeed. The native *guidances* say the Empress Dowager will probably not think of stirring further than Kaifeng till the spring and if matters are not quite satisfactory in the capital she may even end her days in Honan. It is further said that she has already transmitted to the Provincial Treasurer of Honan all the ready money in her possession which is set down at Ts. 60,000, a truly ridiculous sum considering the large amount of cash tribute that has been sent up to her by the dutiful mandarins during the past year, and what she probably took away in ready money from her Peking treasury when she abandoned the capital August twelvemonth. It is very significant that so many of the progressive mandarins should now be making for Kaifeng in anticipation of the Court's advent there. Chang Chih-tung is said to have already got leave to absent himself from his duties at Wuchang to journey to Kaifeng in accordance with the terms of his recent memorial. Liu Kun-yih, and Nieh Che-Kwei (Governor of Kiangsu) have also applied to be allowed to go there, while Sheng Hsuan-huai is said to be under orders to proceed not only as far as Kaifeng, but to go on to Ching Ting-fu in Chihli, to meet the imperial travellers on their journey eastward. It is also believed that Governor Yuan of Shantung will be in early attendance upon the Court at Kaifeng. What it all means we are at a loss to understand, for with such a powerful gathering of the better elements of the mandarins around the Court the wings of the reactionaries would be completely clipped, which we can hardly imagine they are likely to allow to take place so quietly. Or does it mean that the patriotic officials who certainly saved China from disintegration and years of bloodshed are going in person to make peace with the grim old gorgon for not having obeyed her bloody behests of last year and that they are going in a crowd to support one another in the awful presence of She who Must be Obeyed?—China Gazette.

GIRAULT'S TABLE DELICACIES.

GIRAULT'S FRESH GOODS by every MAIL.

GIRAULT'S WINE and SPIRIT MERCHANT.

TROUBLE FEARED IN KIANGSI.

DANGER TO MISSIONARIES.

A correspondent sends us the following extract from a letter written to a friend by a lady missionary living with other ladies in one of a series of mission stations in the east of the Kiangsi province, worked entirely by European ladies. The behaviour of the local magistrate responsible for their safety is an instance of the kind of protection, which resulted in such disaster last year less than 50 miles distant from the place in question, and is what may be expected in any future trouble in the interior. The letter says—

"We have been looking forward very much to the autumn work, but it seems we are going to have another testing time. There have been a good many rumours here for some time and the people have been very much afraid of a local rebellion like we had last year. We did not take much notice of all the things said yesterday, when we heard that all the rich people and shopkeepers were removing their things from their houses, as it was really true that the rebels or robbers, whatever they were, were coming. The poor people were in a dreadful state, especially after last year's experiences, and we felt so sorry for them.

"The local magistrate sent the military mandarin to the place, 40 li from here, where the rebels were; to see if it were really true. He came back and said he had seen the thing with his own eyes. There were thousands of them.

"The mandarin sent for our evangelist this morning and told him we should have to leave for some time as he had got no soldiers and could not protect us. We sent again and asked if we might not stay, as we were not afraid, or if he could not let us go to the next station for a few days, but he replied he could not take the responsibility—we must go down the river, and if we could not get ready to-day should have to start early to-morrow morning. Well, we had no choice in the matter but had to obey and trust the Lord for all the rest. We had just put everything into His Hand and waited for guidance step by step—some began to pack, whilst others of us tried to write letters that we might get them off before we went. You may imagine our joy when a little later the mandarin sent a letter saying he had received information that the things were not true, and there was no need for our going just now. . . . The people are in a sad state. They have not lost their fear but keep on moving their things outside, while those living outside bring them inside the city. All is confusion.

"The poverty this year has been greater than ever, partly due to the opium and partly to all the troubles of last year, when almost everyone suffered, and many lost all they had."—N. C. D. News.

CHINA STUDENTS GOING ABROAD.

A few days ago an Edict was issued ordering the Viceroy and Governor to select students and send them abroad to study. Formerly the rich have desired to go abroad, but when they came back all they could do was to act as interpreter or comprador or writer to foreigners. They never got any particular glory.

But the poor could never manage to go abroad for purposes of education. They were unable to obtain a berth in the suite of some Chinese Minister, as the wealthy could.

The present Edict throws open the door to the students, for it is ordered that their expenses shall be paid out of the public funds, and the Chinese Ministers abroad are to have special care of them. Moreover, when they return, they may obtain Chinese Degrees and official employment.

Now there are some points we would impress upon these young men who are going abroad. In the first place, let them lay emphasis on the foundation, i.e. let them not forget that they are Chinese. Their Emperor, who pays for their education expects them to be able to render yeoman service to their own country upon their return. Let them not begin to exalt foreigners, and hate their own country.

In the second place, let them be sure to acquire real knowledge. Many of those who study foreign affairs at the present time are greatly in slavish imitation of foreigners in every respect. Their only fear is that they may not resemble the foreigners, e.g. in dress, food, amusements, etc. At the same time they utterly fail to acquire any real knowledge. Let them avoid such lamentable failures, and study diligently the foreign systems of Government. Their houses and carriages are merely the external trappings, and even if you imitated them in these you would yet miss the real essence of their civilisation. Remember that on your return there will still be examinations to pass, and if you fall then after all the expense and time wasted on you, will you not be filled with unavailing regrets?

In the third place, let these young men guard against being lifted up with pride. The Japanese students who came back from abroad once used to be filled with pride and conceit. Then the Mikado passed the young by, and sent abroad these of mature years, who would be less likely to fall into the snare of conceit. This plan worked well, and Japan is now the Progressive Nation of the East. Let the Chinese youth profit by their example. Let them not run the risk of their not being employed by their country on their return owing to their insufferable conceit. The Book of History says, "Modesty pays, while self-sufficiency brings loss." These are words, to which they would do well to take heed.

At the boys of six and seven began thus early to be modest, there would be no danger, after they had grown up of overreaching themselves. Hence there is more hope of the new generation of students if they are taken early in hand.

—Tung Wah Hu Pao.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TSINAN"	1st October.
ILLOILO and CEBU	"WOOSUNG"	4th October.
MANILA	"KALONG"	8th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHINGTU"	12th October.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are lit throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

[5c]

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NESTOR"	6th October.
	"LAERTES"	10th "
	"DARDANUS"	15th "
	"MACHAON"	23rd "
	"PROMETHEUS"	28th "
	"ACHILLES"	6th November.

HOMEWARDS.

FOR LONDON	STEAMERS	DUE
"AJAX"		2nd Oct., 1901.
"PYRRHUS"		15th "
"CALORAS"		19th "
"NESTOR"		23rd Nov., "
"MACHAON"		26th "
FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES)		15th Oct., 1901.
"DARDANUS"		15th Nov., "

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. Co.

[12]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY and FOCHOW. THE Company's Steamship.

"HAITAN." Captain Roach, will be despatched for the above Ports, TO-MORROW, the 1st October, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARPAK & Co., General Managers. Hongkong, 30th September, 1901. [1054c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. THE Company's Steamship.

"PERLA." Captain J. E. McArthur, will be despatched as above on WEDNESDAY, the 2nd October, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 28th September, 1901. [1060c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE." Captain George, will be despatched as above on THURSDAY, the 3rd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 9th September, 1901. [1092c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

Taking Cargo and Passengers to JAPAN, PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle, about Oct. 20

THE Steamship

"STRATHGYLE." will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SUNDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan. Hongkong, 30th September, 1901. [1032c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA." Captain A. Smith, will be despatched for the above Port on the 10th November.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 24th September, 1901. [1101c]

Shipping.

STEAMERS.

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN, AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 7th October, 1901, at 1 P.M., the Company's Steamship "NATAL," Captain Boussac, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Tonkin*, which vessel takes on her Passengers and Mails leaving that Port on the 19th October, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPMORIN, Acting Agent. Hongkong, 23rd September, 1901. [1004c]

SHEWAN, TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA." Captain F. F. Beimet, will be despatched for the above Port, on the 15th December, 1901.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 24th September, 1901. [1052c]

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. I. American ship

"MANUEL LLAGUNA." will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 8th July, 1901. [727c]

Consignees.

STEAMSHIP "LAON."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Orizaba*, from Havre ex s.s. *Orizaba*, and from Bordeaux ex s.s. *Ville d'Arras*, informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 24th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 1st October, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st October, or they will not be recognised. All damaged packages will be examined on TUESDAY, the 1st October, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Acting Agent. Hongkong, 24th September, 1901. [1004c]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RICHMOND CASTLE," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 1st October, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents. Hongkong, 24th September, 1901. [1103c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL."

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted up mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From London, S.S. *Arganda*. From Penang, Gulf, *S. S. N.* and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 3rd October, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 26th September, 1901. [1101c]

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI.

THE Steamship

"CARINTHIA."

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 1st October, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st October, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents. Hongkong, 25th September, 1901. [934c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents. Hongkong, 25th September, 1901. [4]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKAI."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 3rd October, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. TO-DAY.

JARDINE, MATHESON & Co., Agents. Hongkong, 26th September, 1901. [1060c]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "GAELIC," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 3rd October, will be subject to rent.

No Fire Insurance has been effected.

GEORGE ECKLEY, Acting Agent. Hongkong, 26th September, 1901. [2]

Intimations.

DROZ & Co.,

WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864. ST. IMIER, SWITZERLAND.

SPECIALISTS: LEVER WATCH & CHRONOMETERS. TRADE MARKS: MAXIM, HERNA, &c.

REPAIRS OF WATCHES and CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.

Hongkong, 15th May, 1901. [526c]

LEVY HERMANOS.

DIAMOND—MERCHANTS, JEWELLERS and WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

20, QUEEN'S ROAD, Warren's Building.

For Nervous Exhaustion

CHAPOTEAUT'S Phosphoglycerate OF LIME

The modern restoration of the nervous system. For neurasthenia, general and local, muscular, glandular, etc., and in debility, neuralgic, organic, dyspepsia of nervous origin and rheumatism.

It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAUT)

PHOSPHOGLYCERATE WINE (CHAPOTEAUT)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT)

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Armand*

Belle, connecting with the steamer *Salade* at Colombo, from Marseilles, Sept. 8.—To Nagasaki: Mr. Erdmann. To Haiphong: Mr. Michel, Mr. and Mrs. Malod, Mr. Gayer, Mr. Lefebvre, Mr. and Mrs. Fontaine. To Saigon: Mr. and Mrs. Hue and children. To Batavia: Mr. Mendes de Lion.

Per Messageries Maritimes steamer *Annam*, from Marseilles, Sept. 22.—To Yokohama: Mr. and Mrs. Meschery. To Shanghai: Mr. and Mrs. Van Laer. To Hongkong: Mr. Trévoux. To Haiphong: Mr. and Mrs. Devaux. To Saigon: Mr. and Mrs. Rochouvollet and 2 children.

Per P. and O. steamer *Arcadia*, connecting with the steamer *Bengal* at Colombo, from London, Aug. 24.—To Hongkong: Miss Fenner, Mr. and Mrs. Charles Ford, Miss Sweet, Corporal W. Marsden, Mr. E. H. Codling, Mrs. Daly, Mr. J. C. Cooke. From Marseilles.—To Shanghai: Rev. and Mrs. J. Paxton and child. To Hongkong: Mr. Bremner, Mr. W. B. Dixon, Mr. W. E. Dixon. To Singapore: Mr. W. E. Sharpe.

Per P. and O. steamer *India*, from London, Sept. 5.—To Shanghai: Mr. and Mrs. J. Stark, Dr. H. S. Cary, Dr. W. Shackleton, Mr. W. J. Embury, Mr. W. H. Greenaway, Mr. R. Young, Mr. C. Chenery, Mr. G. Anderson, Mr. A. Jennings, Miss Eacott. To Hongkong: Mrs. Hatherwell, Major Scott. To Bangkok: Mrs. Wood and child, Mr. C. J. Davidson. From Marseilles.—To Hongkong: Miss Radcliffe, Mr. E. T. Palmer, Mrs. Bond.

Per P. and O. steamer *Japan*, from London, Sept. 7.—To Hongkong: Mrs. Brown and 2 children, Commander and Mrs. Dawes, Mr. H. Bent, Mrs. Low and child, Lieut. Fry, Lieut. Cole, Major and Mrs. Ash, Mr. J. L. Grant, Sub-Lieut. Hammond.

Per P. and O. steamer *Oceana*, connecting with the steamer *Massilia*, at Colombo, from London, Sept. 19.—To Shanghai: Miss Twissell, Miss G. M. Miller, Miss A. N. Hart, Miss M. G. Saitan, Miss N. Marshbank, Miss E. Baller, Miss J. Begg, Miss F. Stillman, Mr. J. West. To Hongkong: Capt. R. White, Mrs. M. Cubbin and child. From Brindisi: Sept. 29.—To Manila: Mr. J. M. Underwood.

Per P. and O. steamer *Boricea*, from London, Sept. 21.—To Yokohama: Mrs. and Miss Edmonds. To Shanghai: Miss Hopkins, Miss Homan, Mrs. Cecil Simpson and child, Mr. and Mrs. Thomas. To Hongkong: Miss A. M. Finney, Miss A. M. Baker, Miss Clarke, Miss Hutchinson, Miss J. C. Clarke, Mrs. Clutton, Mrs. S. Hooper, Mr. and Miss Bull, Lieut. H. Stemsbury, Miss E. J. Ramsey, Lieut. and Mrs. Walker.

Per Norddeutscher Lloyd steamer *Sachsen*, from Hamburg, Aug. 21.—To Shanghai: Mr. Knud S. Stokke, Mr. Johann Wenck. To Hongkong: Mr. Heinrich Varrelmann. From Southampton, Aug. 26.—To Yokohama: Mr. and Mrs. R. J. Webb. To Shanghai: Mr. W. E. Burnet, Miss Caplin, Dr. E. C. Davenport, Mrs. Dewar and child, Miss A. Ford, Mr. D. Robertson. To Hongkong: Mr. and Mrs. H. Frewin, Miss Macfarlane, Mr. Mumford and family, Mrs. Kite Ramsey. From Genoa.—To Yokohama: Mr. Riccardo Giglio-Tos. To Kobe: Miss Anna Barth. To Tsingtau: Mr. Albert Pfeiffer. To Shanghai: Mrs. von Möllendorf, Miss Eva von Möllendorf, Miss Margaretha von Möllendorf, Miss Dora von Möllendorf, Mr. Stabschulmeister Ross, Dr. Stuhlmann. To Hongkong: Mr. Diakon Baupman, Mr. Carl Diener, Dr. and Miss John E. Kühne, Master Hans Kühne, Miss Bertha Kühne, Miss Ely Kühne, Miss Johanna Kühne.

Per Norddeutscher Lloyd steamer *Klauschow*, from Bremen, Sept. 4.—To Nagasaki: Mr. G. Chester, Mr. Gordon Kerr. To Shanghai: Mr. and Mrs. Taylor, Miss Kidson Miss Short, Dr. Hevied, Mr. Pereira and party, Mr. F. Neville May, Miss May, Mrs. Rees and family, Mr. and Mrs. L. M. F. Grant and family, Mrs. Folgate, Rev. and Mrs. Hunter, Dr. W. E. Plummer, Mr. and Miss McPhail, Rev. S. C. Meech, Mrs. Harris, Dr. Cochran, Miss Miles. To Hongkong: Mrs. Macdonald, Miss Cumber, Dr. H. Davidson, Mr. Hickie, Mrs. Kidd and children, Miss Turner and child.

PRONTO, German steamer, 533, H. Grandt, 29th Sept.—Saigon 24th Sept., Rice-flour.

—Siemssen & Co.

ANAPA, British steamer, 2,351, Williamson, 29th Sept.—New York 4th Aug., Case Oil.

—Standard Oil Co.

PAX, Belgian steamer, 1,207, E. Damster, 30th Sept.—Saigon 25th September, General.

—Melchers & Co.

CHINGWELL, British steamer, 1,192, Underdon, 30th Sept.—Borneo—Batavia—Panama 20th Sept. Oil—Amhold, Kaiberg & Co.

SUNKIANG, British steamer, 1,021, S. W. Moore, 30th Sept.—Iloilo and Manila 26th Sept., General.—Butterfield & Swire.

NANCHANG, British steamer, 1,075, Edward Finlayson, 30th Sept.—Newchwang 24th Sept., General.—C. M. S. N. Co.

DR. HANS JERG KIER, Norwegian steamer, 691, Larsen, 30th Sept.—Sarawak 23rd Sept., Timber.—Chinese.

HUE, French steamer, 705, G. Godinard, 30th Sept.—Haiphong and Hoihow 26th Sept., Rice.—A. R. Marty.

BENIARIE, British steamer, 1,452, R. Kroble, 30th Sept.—Moji 25th Sept., Coal.—Gibb, Livingston & Co.

LOONGSANG, British steamer, 1,092, G. S. Weigall, 30th Sept.—Manila 27th Sept., General.—Jardine, Matheson & Co.

Clearances at the Harbour Office.

Hanoi, French str., for Haiphong.

Petuse, French str., for Canton.

Hailan, French str., for Hoihow.

Victoria, Swedish str., for Amoy.

Ariake Maru, Japanese str., for Kuratsu.

Woosung, British str., for Canton.

Haibong, British str., for Haiphong.

Clara, German str., for Pak

Post Office.

A Mail will close—
For Canton—Per *Haklo*, to-morrow, the 1st Oct., at 7.30 A.M.
For Swatow, Amoy and Foochow—Per *Haitan*, to-morrow, the 1st Oct., at 9 A.M.
For Amoy, Moji, Kobe, Yokohama, Victoria, (B.C.), and Tacoma—Per *Olympia*, to-morrow, the 1st Oct., at 11 A.M.
For Macao—Per *Penang*, to-morrow, the 1st Oct., at 11.15 P.M.
For Singapore, Penang and Calcutta—Per *Lightning*, to-morrow, the 1st Oct., at 2 P.M.
For Swatow and Tientsin—Per *Lokang*, to-morrow, the 1st Oct., at 2 P.M.
For Shanghai—Per *Fushun*, to-morrow, the 1st Oct., at 2 P.M.
For Shanghai—Per *Tsinan*, to-morrow, the 1st Oct., at 4 P.M.
For Canton—Per *Powan*, to-morrow, the 1st Oct., at 5 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Gaelic*, on Wednesday, the 2nd Oct., at 11 A.M.
For Amoy and Macao—Per *Perlu*, on Wednesday, the 2nd Oct., at 4 P.M.
For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Airline*, on Thursday, the 3rd Oct., at 10 A.M.
For Europe, &c., India, via Tuticorin—Per *Prussien*, on Thursday, the 3rd Oct., at 11 A.M.
For Shanghai—Per *Wosung*, on Friday, the 4th Oct., at 4 P.M.
For Manila—Per *Sungking*, on Friday, the 4th Oct., at 4 P.M.
For Singapore—Per *Formosa*, on Saturday, the 5th Oct., at 11 A.M.
For Singapore, Penang and Calcutta—Per *Kamsang*, on Saturday, the 5th Oct., at 11 A.M.
For Iloilo and Cebu—Per *Kalong*, on Tuesday, the 8th Oct., at 4 P.M.
For Singapore, Penang and Bombay—Per *Bermida*, on Friday, the 11th Oct., at 11.30 A.M.
For Europe, &c., India, via Tuticorin—Per *Palawan*, on Saturday, the 12th Oct., at 11 A.M.
For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Chinglu*, on Saturday, the 12th Oct., at 4 P.M.
For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Strathgyle*, on Sunday, the 20th Oct., at 9 A.M.

EXCHANGE.

Hongkong, 30th September.
ON LONDON, Telegraphic Transfer, 1/11 3/16
Bank Bills, on demand, 1/11 1/2
Credits, 4 months' sight, 1/11 1/2
Dinents, 3 months' sight, 1/11 1/2
ON BERLIN, (demand), 2.44 1/2
ON PARIS, Bank Bills, on demand, 2.44 1/2
Credits, 4 months' sight, 2.47 1/2
ON NEW YORK, Bank Bills, on demand, 47 1/2
Credits, 30 days' sight, 47 1/2
ON BOMBAY, Telegraphic Transfer, 144 1/2
On demand, 145 1/2
ON SHANGHAI, Telegraphic Transfer, 73 1/2
Private 30 days' sight, 74 1/2
ON YOKOHAMA, T.T., 94 1/2
Sovereigns, Bank's Buying Rate, 94.30
Gold Leaf 100 touch, per tael, 53.25
Bar Silver, 26 15/16
Dollars, 94.30

OPIUM QUOTATIONS.

Hongkong, 30th September.
To-day's quotations are as follows—
BENGAL—New Patna, 930/35
New Benares, 927/10
Old Benares, 927/10
Old Patna, 927/10
MALWA—This and last year's new, 860/70
2 1/2 years' old, 880/90
4 years' old, 900/90
Putterford, 920
PERSIAN—Fine quality, 860/830

RIVER STEAMERS, SCHOONERS, AND LORCHES.

Fatshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Ho-nan, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hoi-kong, Chinese steamer, 409 tons, Captain Ch'ing & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.
Hongkong and Macao.
Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.
Macao and Canton.
Lunghan, British steamer, 1,411, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kianglung, Chinese steamer, 633, R. J. Mackenzie, China Merchant Steam Navigation Co.
Canton and West River.
Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Saiman, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.
ALGOA, British steamer, 1,252, Hansford, 24th Sept., Seattle 1st Aug., and Manila 21st Sept., Hemp—Doddwell & Co., Ltd.
AMIGO, German steamer, 820, J. Hansen, 28th Sept., Canton 28th Sept., General—Order.
BAKAN MARU, Japanese steamer, 870, F. Kawamoto, 24th Sept., Japan 17th Sept., Ballast—Japanese.
CHUNGSHAN, British steamer, 1,418, L. A. Muir, 24th Sept., Java 15th Sept., Sugar—Jardine, Matheson & Co.
CLARA, German steamer, 675, Uldeper, 22nd Sept., Hoihow 20th Sept., General—Jensen & Co.
DEUTEROS, German steamer, 1,001, F. Frahm, 24th Sept., Saigon 20th Sept., Rice—Siemssen & Co.
ELCANO, American steamer, 501, R. de Alhenage, 3rd Sept., Manila 31st August, Ballast—Brandao & Co.
GALLIC, British steamer, 2,691, Wm. Finch, R.N.R., 20th Sept., San Francisco 28th Aug., Honolulu 4th Sept., Yokohama 18th, Kobe 19th, Nagasaki 21st, and Shanghai 24th, Mails and General—O. & O. S.S. Co.
GERMANIA, German steamer, 2,714, A. Bendixen, 25th Sept., Surabaya 15th Sept., Sugar—Jensen & Co.
GLADSTONE, British steamer, 2,350, R. A. Donaldson, 25th Sept., Saigon 21st Sept., Rice—McGregor, Bros. & Gow.
HAITAN, British steamer, 1,200, J. S. Roach, 28th Sept., Foochow and Amoy 26th Sept., General—Douglas, Lapraik & Co.
KONG BENG, German steamer, 862, Möller, 24th Sept., Koh-si-chang 18th Sept., Rice—Melchers & Co.
LIGHTNING, British steamer, 2,142, J. G. Spence, 20th Sept., Calcutta 31st Aug., Penang and Singapore 14th Sept., General—David, Sassoon Sons & Co.
MAIDZURU MARU, Japanese steamer, 667, Saitan, 28th Sept., Anping 25th Sept., and Swatow 27th, General—Mitsui Bussan Kaisha.
MAUSANG, British steamer, 1,204, W. D. Welsh, 25th Sept., Sandakan 17th Sept., Timber—Jardine, Matheson & Co.
NANYANG, German steamer, 1,060, E. Hass, 27th Sept., Saigon 23rd Sept., Rice and Rice-flour—E. A. Trading Co.
NIVE, French troopship, 6,000, Morazzani, 28th Sept., Tonkin 26th Sept.
OLYMPIA, American steamer, 1,730, John Truebridge, 25th Sept., Tacoma via Japan 24th Aug., General—Doddwell & Co., Ltd.
PERLA, British steamer, 1,287, J. A. McArthur, 28th Sept., Manila 25th Sept., General—Shewan, Tomes & Co.
PIRA CHULA CHIAO, German steamer, 1,012, R. Unsworth, 27th Sept., Bangkok 20th Sept., General—Butterfield & Swire.
TRIGONIA, British steamer, 1,069, Powell, 20th Aug., Shanghai 16th Aug., Kerosine—Arnhold, Karberg & Co.
TSINAN, British steamer, 1,464, O. Anderson, 28th Sept., Australia 6th Sept., General—Butterfield & Swire.
VICTORIA, American steamer, 2,112, J. Pantan, 1st Aug., Tacoma, U.S.A. 4th July, General—Doddwell & Co., Ltd.
VICTORIA, Swedish steamer, 989, J. A. Hillberg, 22nd Sept., Java 11th Sept., Sugar—E. A. Trading Co.

Sailing Vessels.

ALHAMBRA, British ship, 1,438, W. L. Brownell, 26th Sept., Manila 4th Sept., Ballast—Master.
CELESTE BURRILL, British ship, 1,764, C. A. Treffy, 29th May, Manila 9th May, Ballast—Order.
GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug., Haiphong 15th Aug., Ballast—Order.
HELEN H. WYMAN, American ship, 1,664, D. A. Vanhon, 10th Sept., Clefcho 28th Aug., Ballast—Arnhold, Karberg & Co.
I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug., Kobe 19th July, General—Arnhold, Karberg & Co.
KENTMERE, British ship, 2,347, Bundy, 19th Sept., New York 5th May, Oil—Standard Oil Co.
LAUNBERG, American bark, 906, McDougall, 14th Aug., Cebu 6th Aug., Ballast—Master.
L. SCHEPP, American ship, 1,673, Kendall, 5th July, Manila 25th June, Ballast—Carl-lowitz & Co.
MANUEL LLAGUNA, American ship, 1,650, Nichols, 29th June, New York 3rd Mar., Kerosine Oil—Standard Oil Co.
SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.
STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept., New York 4th May, Kerosine—Standard Oil Co.
SYSCUHANNA, American ship, 2,590, M. T. Bailey, 24th July, Manila 17th July, Ballast—Siemssen & Co.
W. H. CONNER, American ship, 1,614, Colcord, 20th Sept., Manila 10th Sept., Ballast—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 30th, 1901.
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Easline, Wei-hai-wei.
Albion, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewett, Hongkong.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Shanghai.
Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starlin, Wosung.
Argonaut, 1st-class cruiser, 11,200 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.
Astraea, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Amoy.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Sir G. J. S. Warrender, Bart., Nagasaki.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. Henderson, C.M.G., Taku.
Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bart., Singapore.
Britannia, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Hongkong.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. G. Pakenham, Wei-hai-wei.
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,000 h.p., Capt. Tiltard, Shanghai.
Edith, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. Stokes, Amoy.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Faget, C.M.G., Eik, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Lt. and Benty Pownall, Canton.
Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Carter, Wei-hai-wei.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. C. Hardy.
Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Shanghai.
Iris, 2nd-class cruiser, 5,600 tons, 11 guns, 9,000 h.p., Capt. Charles Windham, M.Y.O., Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.
Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. Arthur J. Renniker, Hongkong.
Orlando, 1st-class cruiser, 5,600 tons, 11 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.
Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Comdr. C. P. Manno, Taku.
Phaethon, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Canton.

1st class gunboat, 755 tons, 6 guns, 1,300 h.p., Lt. and Comdr. Oldham, cruising.
Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Keynolds, Shanghai.
Plaver, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. U. V. de M. Cowper, Shanghai.
Rambler, surveying-ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.
Redgole, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. F. Corbett, Shanghai.
Robin, river-gunboat, 85 tons, 3 guns, 240 h.p., Lieut.-Comdr. G. Webster, West River.
Roarier, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, Singapore.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Carr, West River.
Snipe, river-gunboat, 85 tons, 3 guns, 240 h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Thalot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stopford, Wei-hai-wei.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.
Waterwitch, surveying-ship, 620 tons, 450 h.p., Lieut.-Comdr. Lyne, Shanghai.
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, D.S.O., Wei-hai-wei.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiangkiang.
Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Millman, Yangtze.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,000 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.
Konigin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Roussin, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambuch, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,500 tons, 4,735 h.p., Capt. Janus, Taku.
Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.
Zenta, Austrian cruiser, 2,200 tons, Captain Runst, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakoff, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Versolozsky, at Tientsin.
Alouet, Russian gunboat, 81 tons, 8 guns, 1,200 h.p., Captain Elks, at Nagasaki.
Bobry, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrowolsky, at Tientsin.
Dimitri Donikoff, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serchubnikoff, at Taku.
Gremiastichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.
Koreyeta, Russian cruiser, 1,300 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Vishai, at Nagasaki.
Nayadnitsa, Russian cruiser, 1,324 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otavan, Russian armoured cruiser, 1,400 tons, twin screw, 12 guns, 2,000 h.p., Captain Coppiaroff, at Shanghai.
Petrovskoy, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.
Polistava, Russian battleship, 10,660 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.
Rorabynnik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Melusky, at Nagasaki.
Silchik, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.
Sisoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.
Svovitch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Sueaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vladimir, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku.
Zablaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkroff, at Nagasaki.
(1st and 2nd class.)
Delphin, Russian torpedo boat, 350 tons, 1 gun, Novakovsky, at Shanghai.
Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantichet, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kasanka, Russian torpedo boat, 350 tons, Capt. Moravieff, at Shanghai.
Kli, Russian torpedo boat, 350 tons, Captain Kivnansky, at Shanghai.
Nargun, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorostsk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podorostsk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Stalk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Shat, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Southkna, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Surgut, Russian torpedo boat, 140 tons, 4 guns, 1,500 h.p., 23 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borge, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 13 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Ussur, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Flagship of Vice-Admiral Alexeieff.
Flagship of Rear-Admiral F. V. Dubossioff.
Flagship of Rear-Admiral Reunoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.
* *Furst Bismark*, German flagship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.
Gefion, German cruiser, 1,100 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Geler, German cruiser, 1,600 tons, 8 guns, Capt. Baer, at Shanghai.
* * * *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Wosung.
Helia, German despatch-vessel, 2,000 tons, 12 guns, Capt. Rampold, at Wosung.
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Uesedom, at Shanghai.
Ilia, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Stinner, at Canton.
Irene, German cruiser, 1,200 tons, 8 guns, 1,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gülich, at Amoy.
* * *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzdorff, at Wosung.
Lueth, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.
Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Secador, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstadt, at Shanghai.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hoffmeier, at Amoy.
Warta, German battleship, 10,100 tons, 40 guns, Capt. Hordenhagen, at Taku.
K. E. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.
* Flagship of His Excellency Vice-Admiral Bendemann.
* * Flagship of Rear-Admiral Geissler.
* * Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 400 tons, Lieut.-Comdr. Bellay, at Nagasaki.
Amiral Clémence, 2nd-class cruiser, 4,800 tons, Capt. Bagher, Saigon.
Bangai, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugeaud, 2nd-class cruiser, 4,000 tons, 16 guns, 9,000 h.p., Capt. Deferre, at Shanghai.
Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.
Comete, gunboat, 600 tons, Capt. Lollé, at Canton.
Decide, gunboat, 690 tons, Capt. Maresubette, at Taku.
* *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Mardelles, at Taku.
Decartes, 2nd class protected cruiser, 4,000 tons, 36 guns 611 h.p., Captain Saulée, at Shanghai.
Eure, Dispatch-transport, Capt. Vallée, at Saigon.
Franch, gunboat, 693 tons, Capt. Adam, at Japan.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Molet, at Shanghai.
Styaz, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Monnet, at Shanghai.
Ville d'Alger, monitor, 544 tons, Captain Bonassaut, at Hongkong.
Vipère, gunboat, 400 tons, Captain G. del Villeneuve, at Foochow.
* Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 2,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. 277, at Shanghai.
Celtic, U.S. supply-ship, 628 tons, 1,690 h.p., Comdr. C. F. Force, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 2,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut.-Comdr. A. Merris, at Manila.
Hilena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nara, at Manila.
Marshall, U.S. gunboat, 2,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Fareholt, at Shanghai.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.
Montevideo, U.S. double-turret monitor, 4,090 tons, 6 guns, 5,444 h.p., Comdr. G. W. Piggan, at Hongkong.
Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
New York, U.S. cruiser, 4,083 tons, Capt. B. McCullagh, at Manila.

Oregon, 1st-class U.S. battleship, 10,350 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Wosung.
Petrel, U.S. gunboat, 892 tons, 1 gun, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.
Scandia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
Wilkesville, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.
Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Perry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
Zafiro, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Hongkong.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai.
Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Taku.
Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai.
Vesuvio, Italian cruiser, 4,560 tons, 14 guns, 6,820 h.p., Capt. Zezi, at Shanghai.
Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.<